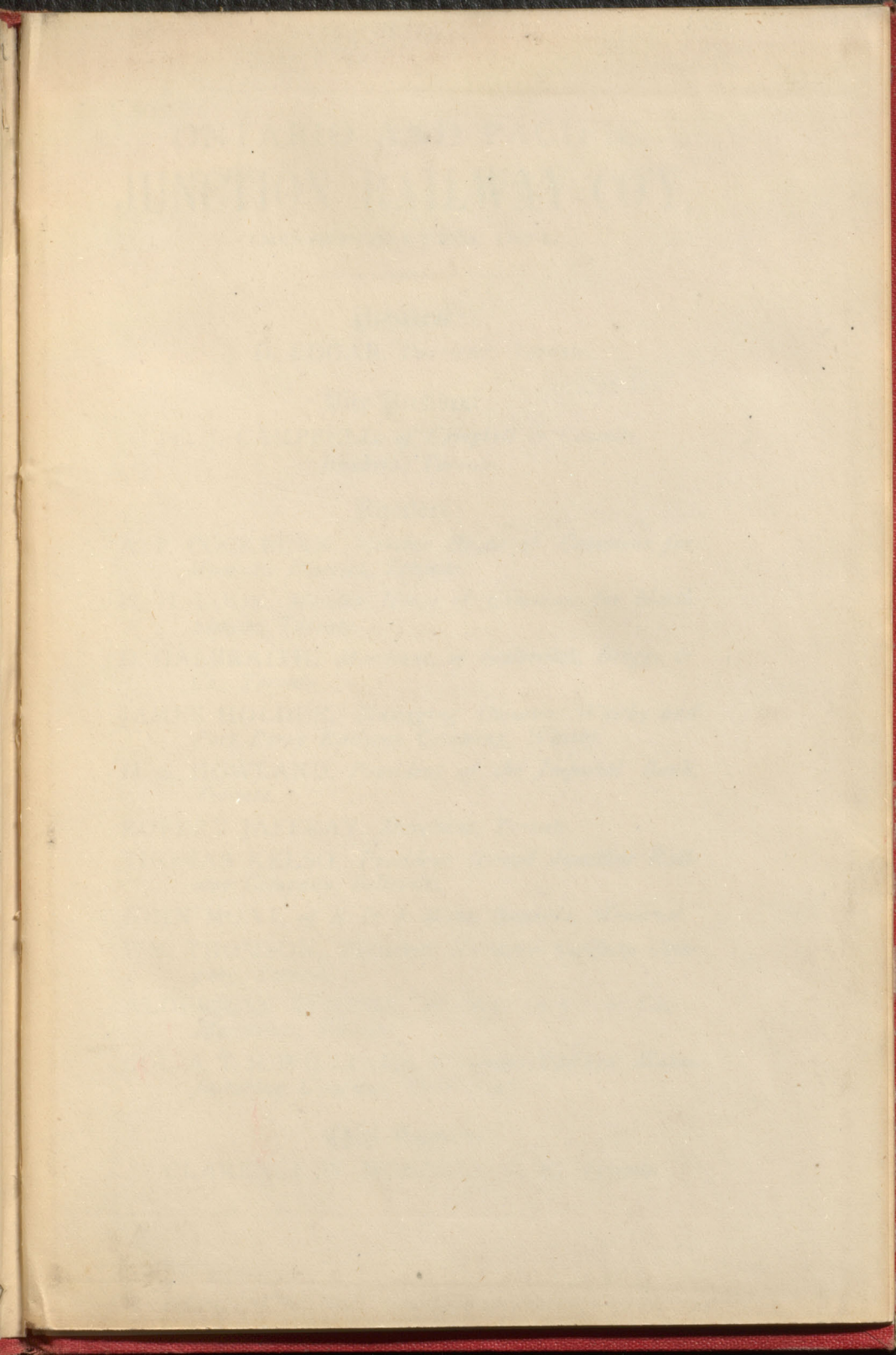


ONTARIO
AND
PACIFIC JUNCTION
RAILWAY.

ONTARIO

Map Collection





ONTARIO AND PACIFIC JUNCTION RAILWAY CO'Y,

INCORPORATED 1874.

President :

J. D. EDGAR, *Barrister, Toronto.*

Vice-President :

C. J. CAMPBELL, *of Campbell & Cassells,
Bankers, Toronto.*

Directors :

A. P. COCKBURN, *Member House of Commons for
Muskoka District, Toronto.*

H. H. COOK, *Member House of Commons for North
Simcoe, Toronto.*

D. GALBRAITH, *Merchant, of Galbraith, Briggs &
Co., Toronto.*

JAMES HOLDEN, *Managing Director Whitby and
Port Perry Railway Company, Whitby.*

H. S. HOWLAND, *President of the Imperial Bank,
Toronto.*

ROBERT JAFFRAY, *Merchant, Toronto.*

THOMAS KELSO, *President Grand Junction Rail-
way Company, Belleville.*

JOHN MOAT, *of R. & J. Moat, Bankers, Montreal.*

WM. THOMSON, *President Northern Railway Com-
pany, Toronto.*

ALDERMAN TURNER, *of John Turner & Co.,
Merchants, Toronto.*

COL. A. T. H. WILLIAMS, *President Midland Manu-
facturing Company, Port Hope.*

Chief Engineer :

CLARENCE W. MOBERLY, C. E., *Toronto.*

ONTARIO AND PACIFIC
RAILWAY
STATIONARY ENGINEER'S RAILWAY

THE
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ONTARIO & PACIFIC JUNCTION RAILWAY.

TABLE OF DISTANCES.

	AIR LINE. MILES.	LOCATED LINE. MILES.
GRAVENHURST to Lake Nipissing	83½	100
GRAVENHURST to Junction with Georgian Bay Branch Canada Pacific Railway (present location) "A"	65	75
GRAVENHURST to Junction with the Branch to Parry Sound "B"	24	27½
GRAVENHURST to Parry Sound direct....	43	49½
PARRY SOUND to French River Harbour "D".	56	64½
PARRY SOUND to Junction "C" with Main Line of Canada Pacific Railway.....	41½	48
PARRY SOUND to Junction "B" with Main Line of O. & P. J. Railway.....	31	36
FRENCH RIVER HARBOUR "D" to Junction with O. P. & J. Railway.....	63	72½
FRENCH RIVER HARBOUR "D" to Junction "C" with Main Line Canada Pacific Railway	52½	59
JUNCTION "C" to Junction "A" with O. & P. J. Railway	10½	13½

ONTARIO & PACIFIC JUNCTION RAILWAY.

LETTER FROM PRESIDENT TORONTO BOARD OF TRADE
TO PRESIDENT ONTARIO AND PACIFIC JUNCTION
RAILWAY.

TORONTO, 16th December, 1875.

MY DEAR SIR,—I desire to call to your recollection the action taken at a meeting of the Toronto Board of Trade regarding the extension of the railway system of Ontario to Lake Nipissing, as embodied in the following resolutions :—

“ At a General Meeting of the Toronto Board of Trade, held on July 3rd, 1874, it was

“ Moved by Mr. J. G. WORTS, seconded by Mr. W. H. HOWLAND, and resolved,—That it is of immense importance to the commercial interests of the Province of Ontario, and to Toronto in particular, that the earliest communication should be had by railway between the proposed Eastern terminus of the Canada Pacific Railway and the railway system of Ontario.

“ That in order to enable Western Ontario to enter into competition upon anything like equal terms with the Province of Quebec for the trade passing over the proposed French River Branch Railway, it is essential to make the connection at an early date.”

As President of the Pacific Junction Railway, which has received a grant from the city for purposes of exploration, &c. I presume that you are in a position to give full information of any progress made.

Will you kindly afford me, for the information of the Board, a report on the result of your examination of route and any other information of value you may have in your possession regarding the extension to Lake Nipissing.

Yours, &c.,

W. H. HOWLAND,

President Board of Trade.

To J. D. EDGAR, ESQ.,

President Ontario and Pacific Junction Railway Co. }

REPLY OF THE PRESIDENT OF THE ONTARIO AND
PACIFIC JUNCTION RAILWAY TO PRESIDENT OF
BOARD OF TRADE.

TORONTO, 17th December, 1875.

DEAR SIR,—In reply to your letter of yesterday asking information, on behalf of the Board of Trade, as to the proposed Railway extension to the eastern terminus of the Canadian Pacific Railway near Lake Nipissing, I have much pleasure in furnishing you with a general statement of the object, present position, and prospects of that enterprise :

The Ontario and Pacific Junction Railway Company was incorporated by the Dominion Parliament in 1874, with full powers to construct a railway that might connect the proposed Georgian Bay Branch of the Canadian Pacific Railway with the railway system of Ontario. A contract has since been entered into with the Dominion Government by a responsible contractor to build the Georgian Bay Branch Railway, and open it for traffic by the 1st day of January, 1877 ; and the Canada Central Railway has also received a subsidy from the Dominion Government to construct the connection from the East

with the Georgian Bay Branch line by the same date. The connection with Montreal and the East having been thus provided for already by the Dominion, it is for the wealthy and populous districts in the Front and West of Ontario to consider how they may now secure the construction of the best line of railway to accomplish this important connection for themselves.

While it is universally conceded that an Ontario Junction railway to attain this object is an urgent necessity, it may be well to note some of the more obvious reasons for this unanimity of feeling.

(1.) The construction by the Dominion resources of the line extending from Renfrew to Georgian Bay will traverse Ontario for 200 miles, and open up for immediate settlement an enormous area of this Province. If we assume that only fifteen miles upon each side of the railway will be thus developed, we find that this will show the vast area of six thousand square miles brought within easy reach of a railway and of markets, and rendered far more attractive for settlement than any of our older regions were when taken up by their early pioneers. Is it to be tolerated that the benefit of this extraordinary development of our own Province should be allowed to drift away to the East? That we should not be able even to send settlers in from Western Ontario to take up our own lands without buying railway tickets to take them round by Ottawa? That the whole trade of a great district, which will soon form many new counties, should be appropriated by Montreal without even the possibility of fair competition by our business men? If we are behind-hand and tardy in forming our connection, we may expect to lose that trade for two reasons: firstly, because the settlers will come in from the eastward and naturally keep up their old business associations; and secondly, because if a trade begins to flow in one channel it is well known

how difficult the effort is to divert it afterwards into another.

(2.) Lake Nipissing is a large sheet of water surrounded by very fair land, of which a considerable portion is adapted for settlement. The extensive tracts of timber along its shores, or on its tributary streams, are almost untouched by the axe; and when a railway from the South once reaches its waters there will be an immediate opportunity for settlement and business.

(3.) The Valley of the Upper Ottawa is the greatest field for Canadian lumbering operations, and every year vast quantities of pork, flour, hay, and supplies of all descriptions are sent in to the shanties there. At present the bulk of these supplies come from the West, but are sent East as far as Ottawa, and taken up the river, and over land, at great expense. The waters of the Upper Ottawa are quite near Lake Nipissing, and by means of tributary streams are brought within a still shorter distance. It is legitimate and proper, as well as desirable, in the interests of both the farmer and the lumberman, that this trade should be commanded by Western Ontario; and the proposed line of this Company will completely accomplish that important object.

(4.) If a route for this railway be adopted extending in as direct a line as is practicable from Gravenhurst to the Southern shore of Lake Nipissing, it will pass through and develop the very heart, and the most promising portion of the Free Grant District, and of the public domain still further to the North. The complaint of settlers to-day is that progress is slow, while even the earning a livelihood is difficult and precarious in the absence of the markets, which a railway alone can supply. The best Colonizer on the American Continent is the railway; and it is acknowledged that the ordinary old-fashioned colonization waggon road can no longer produce the

brisk development of new districts that it may perhaps have done in Ontario, when there were not so many railways to attract settlement elsewhere.

(5.) There are three considerable stretches of inland steamboat navigation tapped by the Gravenhurst and Nipissing route. At Lake Vernon a connection may be formed by steamer with the waters of that lake and the river of the same name, then on through Fairy Lake and several miles of river, into and through Mary Lake. Again at a point some forty miles South of Lake Nipissing at the crossing of the Maganetawan, there is a length of 25 miles of unbroken river and lake navigation to the Westward, running through a highly fertile and promising bit of country. At the northern terminus a port on Lake Nipissing is reached, and the various advantages of this connection have been already pointed out. It is to be recollected that these different navigable stretches are fed by other streams and lakes which reach far back into the tracts of marketable timber, and can be used to float down logs in the high water of the spring time.

The above are some of the more obvious reasons for the present necessity of completing a Pacific Junction Line. It is fair to anticipate that in the near future there will be an extension of the Canadian Pacific Railway to Sault Ste Marie, or even further. The proposed line of this Company is located in such a position as to make a direct and favourable connection with such extension, and surely the Province of Ontario should have its preparations made to compete for a share of the volume of traffic that may be expected to flow across the continent from West to East when a through rail route shall have been completed. It can only be upon the assumption of the certainty of that trade being thus tapped by Ontario that her representatives have so readily agreed to pledge her resources towards the construction of the Canadian Pacific Railway.

A glance at a railway map of Ontario will show how large a portion of her railway system is converging at or South of Gravenhurst. Hamilton is a point easily accessible for the Western Peninsula, and we find that from Belleville in the East to Hamilton in the West nearly all existing and projected lines running back from the Lake already aim at reaching the district to the north of Lake Simcoe. In order that all lines penetrating this district may have full and equal opportunity of access to the Junction line at Gravenhurst as a common point and railway centre, this Company has procured the consent of the authorities of the Northern Railway Company to allow to all Companies the fullest facilities for the transportation of their traffic and cars, and even through running powers over its line from Barrie northward to Gravenhurst, at rates to be without discrimination and referable to arbitration in case of dispute. Indeed, the rights of the Midland and Grand Junction Railway Companies in this respect are already legally secured to them to their entire satisfaction.

The surveys and explorations, commenced in 1874, have just been completed, and have been conducted under the direction of the Company's Chief Engineer, Mr. C. W. Moberly, who reports a practicable route, although in several places expensive rock excavation will be unavoidable, and the trestle work and bridging will be above the average. No railway in Canada has yet been constructed through a region so remote, and, at present, so inaccessible; no municipalities can be expected to aid it by bonuses, and the country through which it runs is too new to promise an early return of remunerative traffic. For these reasons it is clear that very exceptional public aid must be given to secure the building of this Junction line.

The Georgian Bay Branch of the Canadian Pacific Railway is more analogous to this line than any other,

both as to the nature of the country and the conditions under which construction must be effected. In 1874, the Dominion Government advertised publicly for tenders for the building of that Branch, and the lowest of many tenders was accepted. The offer was to construct, own and operate the 85 miles for \$10,000 cash bonus per mile, with an agreement from Government to pay 4 per cent. interest on \$7,400 more per mile, as well as a land grant of twenty thousand acres per mile. This cannot be estimated as equivalent to less than a bonus of \$20,000 to \$25,000 per mile to aid construction. Then, to induce the Canada Central Railway Company to make an extension of 120 miles to join the Georgian Bay Branch, the Dominion Government has agreed to give that Company a cash bonus of \$12,000 per mile. The cheapness of certain railway supplies at present must be acknowledged, yet that advantage is more than counterbalanced by the depreciation of all Canadian Railway securities in the London market. Under all the circumstances, and with all the information that can be obtained, the Company has formed the conclusion that it cannot be hoped to construct their proposed railway unless they receive from the Province of Ontario a bonus in cash, or its equivalent, amounting to \$12,000 per mile.

When the Dominion Government undertook to subsidize the Canada Central Extension, they certainly to a great extent relieved the Provincial Treasury of claims upon it. Had this Railway connection with the East not been made by the General Government, there would have been almost unanswerable claims made upon the Province to aid its construction.

In estimating the ability of Ontario to assist this railway, we must remember that it will create a new value to an important Provincial asset, namely, the waste lands of the Crown; and at the same time will increase the

receipts from timber dues by developing new tracts of marketable pine and other timber. The Maganetawan is about the northern limit of the Free Grant Townships, and some of the very best of our wild lands lie between that river and Lake Nipissing. To a settler a hundred acres of this land, near a railway, would be cheaper at one or two dollars per acre, than two hundred acres are now as a free gift in the same neighbourhood. Many sons of our farmers in the older townships would think nothing of paying that price for a bush farm with railway facilities at hand, while the same men absolutely decline to take up the free grant lots as they are at present situated. From the rapid sale of Crown Lands at moderate rates that may be anticipated along the Pacific Junction line, and also along the line of the Georgian Bay Branch and Canada Central Extension, the Provincial Treasury would unquestionably receive back in actual money, within a very few years, the whole sum now required to secure the construction of a great Provincial iron highway from Gravenhurst through to Lake Nipissing.

Trusting that you may deem the above information of some value to the Board of Trade,

I am, dear sir,

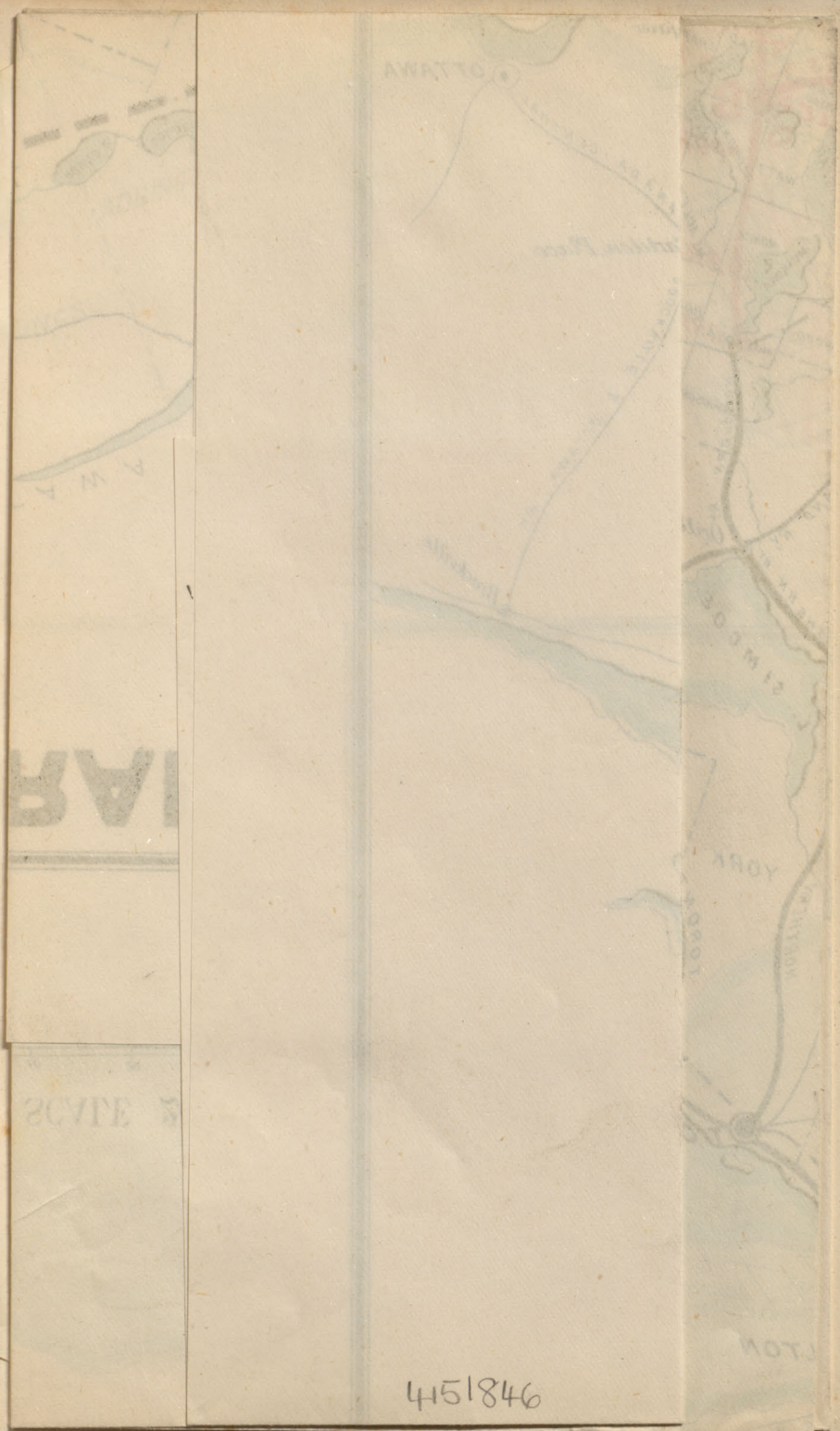
Yours, &c.,

J. D. EDGAR,

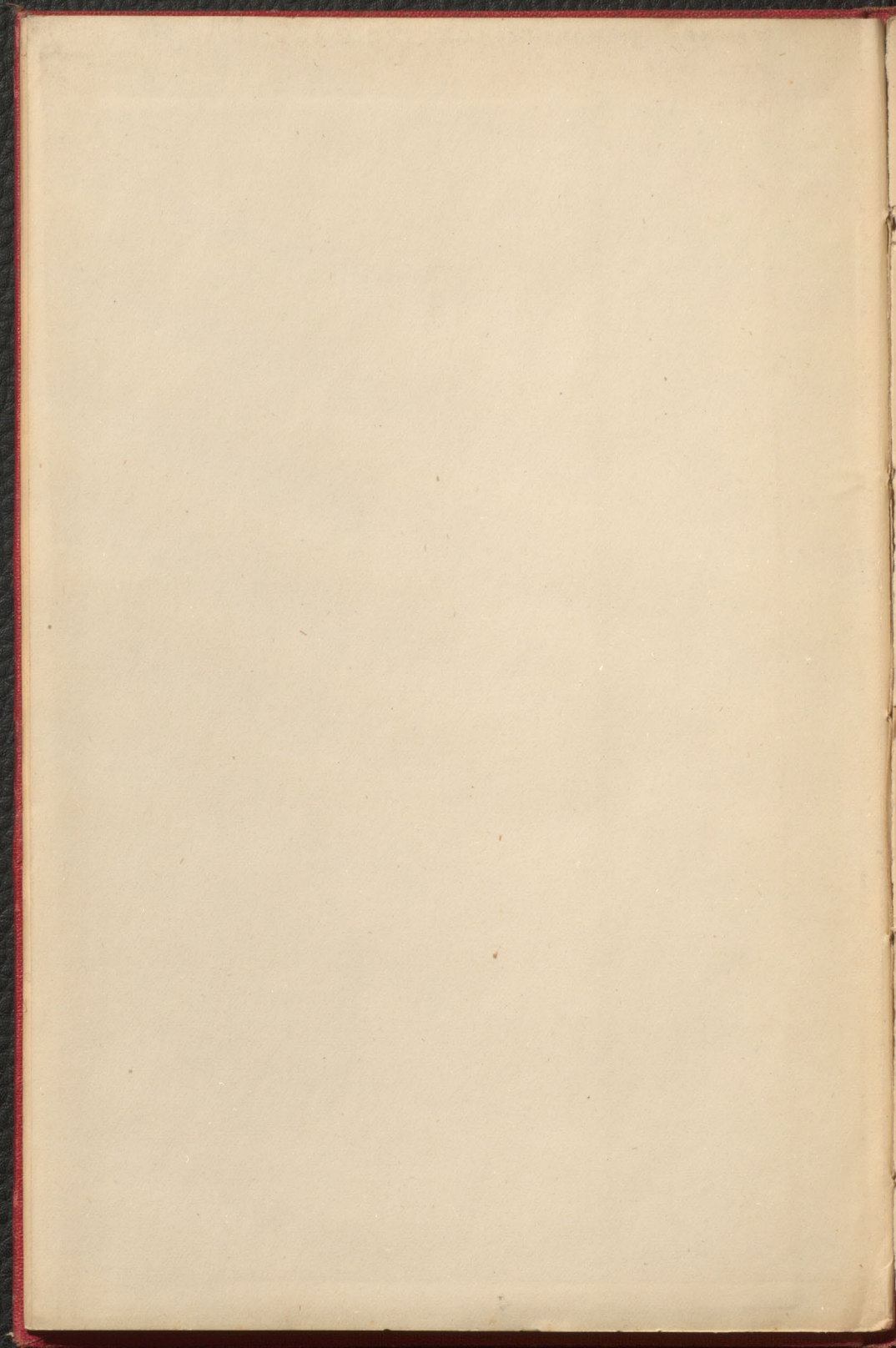
President Ontario & Pacific Junction Ry. Co.

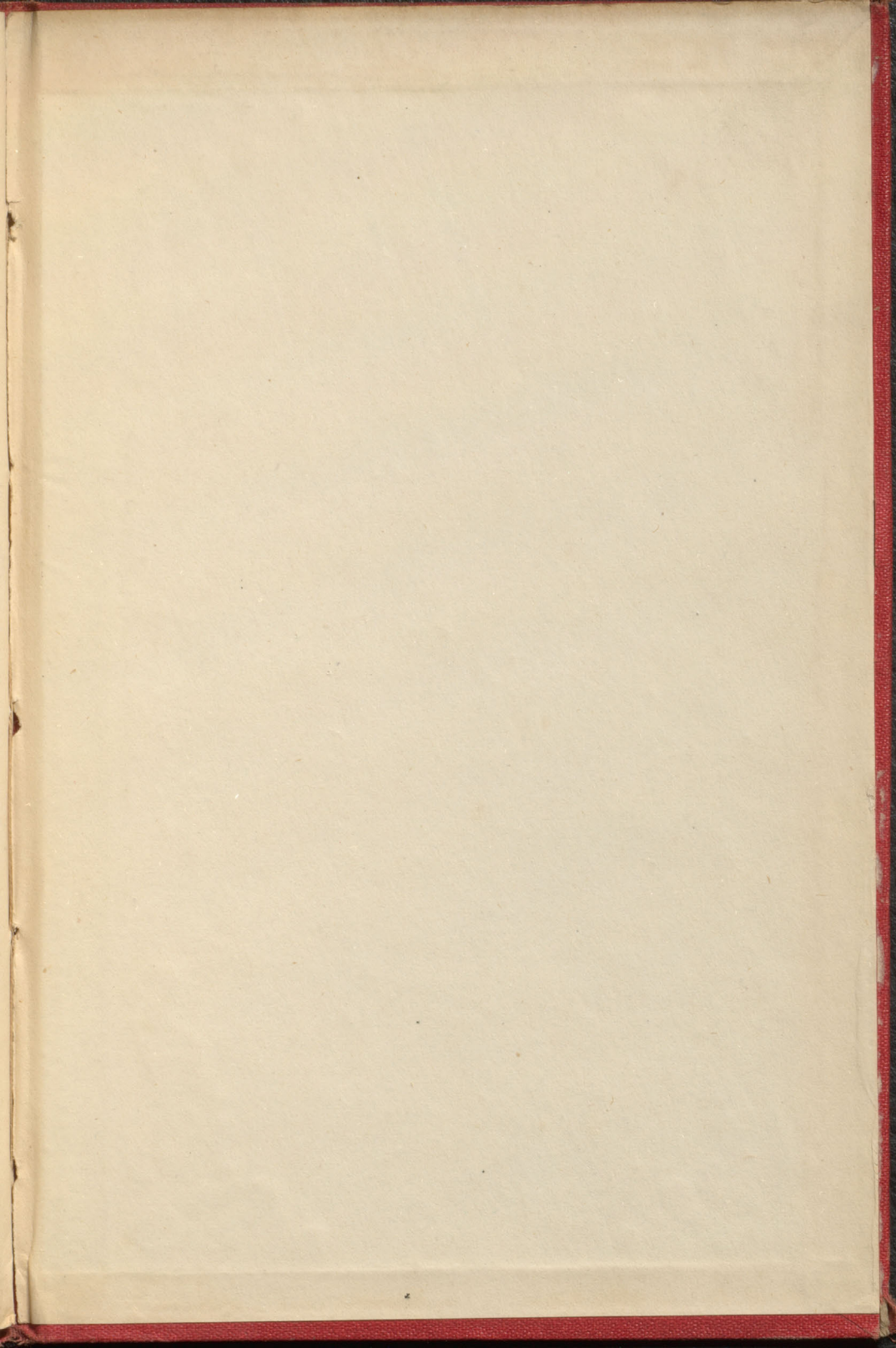
TO W. H. HOWLAND, Esq.,

President Toronto Board of Trade.



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ONTARIO AND PACIFIC JUNCTION RAILWAY.

PLAN SHOWING PROPOSED LOCATION.



12 ONTARIO & PACIFIC JUNCTION RAILWAY CO.

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Trusting that you may deem the above information of some value to the Board of Trade,

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Yours, &c.,

J. D. EDGAR,

President Ontario & Pacific Junction Ry. Co.

To W. H. HOWLAND, Esq.,

President Toronto Board of Trade.

